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Home > Programs > Bicycle Friendly America > Bicycle Friendly Community > Application > Application List

Your application must be complete before submitting.

Required questions that are unanswered are highlighted in yellow.

Incorrectly formatted answers are highlighted in red.

Please review your answers and make sure your application is complete. Once complete, submit the application by clicking here.

Edit application | Print | PDF Version

Invalid Answers: 0; Questions Remaining: 3

# BF COMMUNITY: BICYCLE FRIENDLY COMMUNITY APPLICATION

#### NAME OF COMMUNITY

- \* Name of Community
- Minneapolis
- \* State
- Minnesota
- \* Mayor or top elected official

include title

R.T. Rybak

\* Phone

612-673-2100

\* Email

r.t.rybak@ci.minneapolis.mn.us

\* Address

350 S 5th St, Rm 331

\* Website

www.ci.minneapolis.mn.us/mayor/

### APPLICANT PROFILE

\* Applicant Name

Nick Mason

\* Title

Program Manager

\* Employer

Bicycle Alliance of Minnesota

\* Address

PO Box 65766

\* City

Saint Paul

\* State



\* Zip

55165

\* Phone

612-986-6096

\* Email

nick@bikemn.org

## COMMUNITY PROFILE

The data in this section is gathered by the U.S. census. Click here to find the most recent information on your community.

\* 1. Type of Jurisdiction

Check One

▼ Town/City/Municipality

County

Metropolitan Planning Organization or Council of Governments

Regional Planning Organization

```
    Rural Planning Organization

 Indian Nation
 Other
If other, describe
(50 word limit)
* 2. Population
Enter a positive whole number, 1 or larger
379499
3. Square milage of community
* Total area
(sq. mi.)
58
* Water area
(sq. mi.)
* Land area
(sq. mi.)
* 4. Population Density
(Person per sq. mi.)
6900
5. Climate
* Average temperature for January
in °F
13.1
* Average temperature for April
in °F
46.6
* Average temperature for July
in °F
* Average temperature for October
in °F
48.7
* Average precipitation for January
in inches
1.04
* Average precipitation for April
in inches
2.3
* Average precipitation for July
in inches
4.04
* Average precipitation for October
in inches
2.11
* 6. Median Household Income
Enter a whole number, 0 or larger
7. Age distribution
* % under 5
7.3
* % age 6-17
13
* % age 18-64
71.5
* % age 65+
8.2
* Totals
Total should equal 100
100
8. Race
```

\* % White

69.6  * % Black or African American
17 * % American Indian and Alask Native
1.6 * % Asian
5.1 * % Native Hawaiian and Other Pacific Islander
0 * % Some other race
3.8 * % One race
97.09999999998 * % Two or more races
2.9 * Totals
Total should equal 100 99.9999999999 * % Hispanic or Latino (of any race)
9.5 * 9. What is the name of your community's bicycle program manager?
n/a - Shaun Murphy * 10. In which department does your bicycle program manager work?  Engineering/public works
Planning
Parks and Recreation
☐ Transportation
▼ Other
If other, describe (50 word limit) The City has a Non-motorized Transportation Program Coordinator position, not a titled bicycle program manager. This position is located in the Public Works Department, Transportation Business Line.
* 11. Are you the Bicycle Program Manager?  — Yes
▼ No
* Bicycle Program Manager Phone 612-333-2450 * Bicycle Program Manager Email
shaun.murphy@ci.minneapolis.mn.us * 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?
10% or less
10-25%
25-50%
50-75%
▼ 75-100%  * 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?
Enter a positive whole number, 1 or larger * 14.
Do you have a Bicycle Advisory Committee  ☑ Yes
□ No
* 14a. How often does it meet?
Monthly
Every two months
Quarterly
Annually

C Other (describe)
Other (describe)
If other, describe
(250 word limit) * 14b. How many members serve on the committee?
Enter a positive whole number, 1 or larger
26
* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?
Check all that apply
✓ User group
✓ Law enforcement
Chamber of commerce
✓ Public health
✓ Planning department
▼ Transporation department
School board
✓ Parks department
Recreation department
▼ Transit agency
☑ Other (describe)
If other, describe (250 word limit)
State DOT, Hennepin County Bicycle Advisory Committee, Community & Economic Development, Transportation Mgt Org: Commuter
Connection
* 14d. Name of Bicycle Advisory Committee Chair
TBD March mtg
* Email of Bicycle Advisory Committee Chair e.g. myname@example.com
tbd@example.com
* 15. Is there a bicycle advocacy group(s) in your community?
▼ Yes
□ No
15a. What is the name of the advocacy group(s) (if more than one, list them all)
(250 word limit)
Bicycle Alliance of Minnesota (BikeMN), Minneapolis Bike Coalition, Midtown Greenway Coalition, Cedar Lake Park Coalition,
Minneapolis Off-road Cyclists Association, Twin Cities Greenways  * 15b. Are any of them working with you on this application?
✓ Yes
□ No
* 15c. List the name of the primary group:
Bicycle Alliance of Minnesota (BikeMN)
* 15d. Does this group have paid staff?
✓ Yes
□ No
* 15e. Do you contract with this group for any services or programs?
☐ Yes
✓ No
* 15f. Who is the primary contact for them?
Nick Mason
* 15g. Email of primary contact of advocacy group e.g. myname@example.com
nick@bikemn.org
* 16. What are the primary reasons your community has invested in bicycling?
check all that apply
▼ Improved quality of life
▼ Improving public health
▼ Community connectivity
▼ Transportation options
☑ Climate change concerns
Decrease traffic congestion
✓ Increase tourism
_

☑ Increase property values

▼ Cooperation with adjacent communities	
■ Public demand	
Economic development	
▼ Traffic safety	
✓ Other (describe)	
If other, describe (250 word limit) Sustainability 17. What was your community's most significant investment for bicycling in the past year?	
(100 word limit) With an initial fleet of 700 bikes and 65 stations, Nice Ride MN was at the time of its launch the largest public bike share ever attempted in the US. Funded by public and private funds, Nice Ride is one of the most visible investments of the Non-motoriz Transportation Pilot (NTP) project authorized by Congress in 2005. During its first year, Nice Ride accommodated more than 1 trips in the five months it was in operation during the 2010 season (June 10-November 7). By providing a convenient and con alternative for local trips, Nice Ride has helped make the Twin Cities a greener place to live. According to a recent survey, about the system's members would have otherwise driven a car for their most recent Nice Ride trip.  18. What specific improvements do you have planned for bicycling in the following year?	zed 100,000 mfortable
(100 word limit)  Nice Ride plans to expand bike sharing from 700 bikes and 65 stations to over 2,000 bikes and 195 stations. 2.5 miles of off- paths are planned for 2011, including the final mile of the Cedar Lake Trail and the extension of the Hiawatha LRT Trail into D 35 miles of on-street bikeways are planned, including 6 miles of bike boulevards. Innovations will include bike stoplights, bike traffic diverters, colored green conflict zones and trail crossings, colored green bike lanes, advisory bike lanes, traffic circles, buffered bike lanes. A new bike station will be constructed on the University of Minnesota campus, in addition to a Radio Free Identification system to enable verification for bike commuter benefits.	owntown. e friendly and
ENGINEERING	
19. Does your community have	
a complete streets policy?	netruction
<ul> <li>☑ a bicycle accomodation policy (a policy that requires the accommodation of cyclists in all new road construction and reco</li> <li>and resurfacing)?</li> <li>☑ Neither</li> <li>19a. When was it adopted</li> </ul>	nsti uction
2009  19h Provide a link or attach a copy of this legislation or policy	
19b. Provide a link or attach a copy of this legislation or policy. (250 word limit)  Access Minneapolis Ten Year Transportation Action Plan: http://www.ci.minneapolis.mn.us/public-works/trans-plan/ The recommendations in Access Minneapolis were based upon context-sensitive design, before Complete Streets became a popul nationally. Minneapolis has an adopted plan that recommends context-sensitive street dsign that fosters the concept of provice complete streets. We have design guidelines that give guidance to build streets and sidewalks to provide complete streets. Exceptionarily on traffic volumes, the functional classification of the roadway, and state-aid design standards. The city is changing design, operation and maintenance decisions are made in order to better balance the needs of all transportation modes and the coordinate land use and transportation. It is the intent of the plan to foster the practice of providing complete streets that su encourage walking, bicycling and transit use while promoting safe operations for all users. Components of a complete street is street and sidewalk lighting, pedestrian and bicycle safety improvements, public transit facilities, street trees and landscaping furniture, stormwater management, traffic management, on-street parking, traffic lanes, and streets and sidewalks that have and character compatible with the physical context of the surrounding community. The terminology complete streets does no particular design or modal priority, but rather a decision-making and design process that considers the needs of all of the about and needs for the street right-of-way."  19c. How was it adopted?	ding xecutive een based how petter pport and include g, street e a scale t imply a
Legislation	
Resolution	
Resolution Internal Policy	
☐ Internal Policy ☐ Other  If other, describe (250 word limit)  Access Minneapolis was approved by Minneapolis City Council. 19d. What tools are in place to ensure implementation? Check all that apply	
☐ Internal Policy  ☑ Other  If other, describe (250 word limit) Access Minneapolis was approved by Minneapolis City Council. 19d. What tools are in place to ensure implementation? Check all that apply  ☑ Implementation Guidance	
☐ Internal Policy ☐ Other  If other, describe (250 word limit)  Access Minneapolis was approved by Minneapolis City Council.  19d. What tools are in place to ensure implementation?  Check all that apply ☐ Implementation Guidance ☐ Design	
☐ Internal Policy  ☑ Other  If other, describe (250 word limit)  Access Minneapolis was approved by Minneapolis City Council.  19d. What tools are in place to ensure implementation?  Check all that apply  ☑ Implementation Guidance  ☑ Design  ☑ Manual	
☐ Internal Policy  ☑ Other  If other, describe (250 word limit) Access Minneapolis was approved by Minneapolis City Council. 19d. What tools are in place to ensure implementation? Check all that apply  ☑ Implementation Guidance  ☑ Design  ☑ Manual  ☑ Training	
☐ Internal Policy  ☑ Other  If other, describe (250 word limit)  Access Minneapolis was approved by Minneapolis City Council.  19d. What tools are in place to ensure implementation?  Check all that apply  ☑ Implementation Guidance  ☑ Design  ☑ Manual	

If other, describe (500 word limit) 20. How do you ensure your engineers and planners accommodate cyclists according to AASHTO and MUTCD standards? Check all that apply Training Offer FHWA/NHI Training Course Hire Outside consultants to train staff Send staff to bicycle-specific conferences/training Require project consultants to have bike/ped qualifications Internal training or design manual 20a. Describe each checked (200 word limit) Through NTP, Bike Walk Twin Cities has offered training via outside consultants. 20 planners and engineers who work in Minneapolis attended these trainings recently. Several staff and consultants have attended training specific to bicycling. For example a City staff member and a consultant recently attended a webinar on an update to the MUTCD. While consultants are not required to have bike/ped qualifications, many consultants receive on the job training through the extensive design of bikeways. Because of this, local firms now have expertise which is being used in the region (e.g. Bloomington, Duluth). Some also have sought their own training, such as a consultant who traveled to Portland to attend a workshop on bike boulevard design. This consultant followed up by creating a written toolbox for bike boulevards in Minneapolis. The City has created a bicycle design manual which was adopted by the City Council: http://www.ci.minneapolis.mn.us/bicycles/bicycle-plans.asp. The most effective way we train engineers and planners in standards is to immerse them in actual bicycle projects. The MUTCD is referenced to aid in design. However we look beyond standards, because our designs frequently exceed the standards. Our city's officials have entered into the FHWA request to experiment process for innovations such as bike boxes, green colored lanes, bike stoplights, and advisory bike lanes. While not every engineer and planner is skilled in implementing the best bicycle designs, the culture supports the willingness of professionals to better themselves in \* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists? Enter a whole number, 0 or larger 21a. What are the exceptions? (500 word limit) \* 22. How do you ensure there are end-of-trip facilities for bicyclists? Check all that apply Bike parking ordinance Bike parking ordinance for all new developments Ordinance requiring showers and lockers Building accessibility ordinance On street bike parking Ordinance that allows bike parking to substitute for car parking Standards for bicycle parking that conform to APBP guidelines Other If other, describe (500 word limit) 23. How many bike parking spaces are there in your community? Answer all that apply 23a. Bike racks Enter a whole number, 0 or larger 17595 23b. Bike lockers Enter a whole number, 0 or larger 279 23c. Bike depot (i.e. Bikestation) Enter a whole number, 0 or larger 23d. In-street bike parking Enter a whole number, 0 or larger 24. Approximately what percentage of these locations have bike racks or storage units? 24a. Schools **46-60%** 24b. Libraries **Ø** 91-100%

24c. Transit Stations

☑ 76-90%
24d. Parks & Recreation Centers
<b>☑</b> 91-100%
24e. Government buildings   ▼ 61-75%
24f. Office buildings
▼ 31-45%
24g. Shops
<b>▼</b> 61-75%
24h. Public Housing
☑ 46-60%
* 25. Does your community have transit service?
✓ Yes
□ No
* 25a.
Are buses equipped with bike racks?
✓ Yes
□ No
25b. What percentage?
<b>▼</b> 91-100%
25c. Are bikes allowed inside transit vehicles?
Yes
✓ Sometimes
□ No
If yes or sometimes, describe
(100 word limit)
Always on Light Rail. Always on Northstar commuter rail. At bus drivers' discretion when racks are full. Current bus racks can accommodate 2 bicycles.
* 26. What is the mileage of your total road network?
Enter a whole number, 0 or larger
1217
* 27. What is the mileage of your total shared-use path network?
Enter a whole number, 0 or larger 84
28. List your current and planned bicycle accommodations?
Complete all that apply
a.
Bike lanes Current Miles
Enter a whole number, 0 or larger
46
Planned Miles
Enter a whole number, 0 or larger
120 b.
Shared lane markings
Current Miles
Enter a whole number, 0 or larger
1 Planned Miles
Planned Miles Enter a whole number, 0 or larger
58
c.
Bike boulevards
Current Miles
Enter a whole number, 0 or larger 0
Planned Miles
Enter a whole number, 0 or larger
20
d. Signed bike routes
Current Miles Enter a whole number, 0 or larger
12
Planned Miles

e. Paved shared use paths Current Miles Enter a whole number, 0 or larger 86 Planned Miles Enter a whole number, 0 or larger 64 f. Natural surface shared use paths Current Miles Enter a whole number, 0 or larger 64 f. Natural surface shared use paths Current Miles Enter a whole number, 0 or larger 1 Planned Miles Enter a whole number, 0 or larger 0 g. Singletrack Current Miles Enter a whole number, 0 or larger 4 Planned Miles Enter a whole number, 0 or larger 1 **Yes What other innovative ways have you improved on-road conditions for bicyclists? Check all that apply Road diets Area wide traffic calming Cycletracks Contra-flow bike lanes Speed limits 20 mph or less on residential streets Way-finding signage with distance and/or time information None Youth None Youth None Youth Soword limit) Green bike lanes on Hennepin Avenue in Downtown; Bike boxes on the 1st Avenue N corridor and on the Franklin Avenue Bridge; Left turn only lanes for bicycles on 26th Avenue S & Minnehaha Avenue and 2nd Street N & Hennepin Avenue; Extended gutter pan (S' wide concrete) Dike lanes on 10th Street S, University Avenue SE, 4th Street SE, 42nd Street E, and 7th Street N; Half closure at 40th Street E and Cedar Avenue S. 3.0 What percentage of anterial streets have bike lanes or paved shoulders? Enter a whole number, 0 or larger 27 31. What percentage of natural surface, trails and singletrack are open to bicyclists? Enter a whole number, 0 or larger 50 31a. What percentage of natural surface, trails and singletrack are open to bicyclists? Enter a whole number, 0 or larger 50 31a. What percentage of natural surface, trails and singletrack are open to bicyclists? Enter a whole number, 0 or larger 50 31a. What percentage of natural surface, trails and singletrack are open to bicyclists?	13
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32. What maintenance policies or programs ensure bike lanes and shoulders remain usable and safe? Answer all that apply * 32a. Street sweeping  More than other travel lanes  Same as other travel lanes  Weekly  Monthly  Quarterly  Annually  Never	
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Answer all that apply  * 32a. Street sweeping  More than other travel lanes  Same as other travel lanes  Weekly  Monthly  Quarterly  Annually  Never	
<ul> <li>More than other travel lanes</li> <li>Same as other travel lanes</li> <li>Weekly</li> <li>Monthly</li> <li>Quarterly</li> <li>Annually</li> <li>Never</li> </ul>	Answer all that apply
Same as other travel lanes  Weekly  Monthly  Quarterly  Annually  Never	
Weekly Monthly Quarterly Annually Never	■ More than other travel lanes
Monthly Quarterly Annually Never	Same as other travel lanes
Quarterly Annually Never	■ Weekly
□ Annually □ Never	Monthly
Never Never	Quarterly
	Annually
<b>✓</b> Other	■ Never
	☑ Other

If other, describe
(250 word limit)
We sweep streets with bike lanes more than other streets as resources allow. There is no City Council budgetary directive for this
however.  * 32b. Snow clearance
Before other travel lanes
Same time as other travel lanes
Within 48 hours of storm
Never
<b>☑</b> Other
Not applicable
If other, describe
(500 word limit)
The majority of bike lanes and shoulders are not usable in the winter, as these areas are often used for snow storage. However as resources allow, plows give extra attention to streets with bike lanes. There is no City Council budgetary directive for extra plowing on
streets with bike lanes.
* 32c. Pothole maintenance
Within 24 hours of complaint
☐ Within one week of complaint
Within one month of complaint
Never
Other
If other, describe
(500 word limit)
32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)
(500 word limit)
Bike lanes are restriped annually and bike symbols and arrows are repainted annually when resources allow and biannually otherwise.
33. What maintenance policies or programs ensure <i>shared-use paths</i> remain safe and usable?
Answer all that apply
* 33a. Path sweeping
✓ Weekly
Monthly
Quarterly
Annually
Never
Other
If other, describe
(250 word limit)
* 33b. Vegetation maintenance
☑ Weekly
Monthly
Quarterly
☐ Annually
Never
Other
If other, describe
(250 word limit)
* 33c. Snow clearance
☐ Before roadways
Same time as roadways
■ Within 48 hours of storm
□ Never
▼ Other
Not applicable
If other, describe
(250 word limit)
Bike paths are generally cleared within 24 hours of the end of a snowfall. The Midtown Greenway receives special attention with

Sentence to Serve crews regularly shoveling out benches, blue phones, and push buttons.

\* 33d. Surface repair

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☑ Within 24 hours of complaint
☐ Within one week of complaint
Within one month of complaint
Never
Other
If other, describe
(500 word limit)
33e. Other Maintenance policies or programs for shared-use paths (describe)
(500 word limit)
Bike paths are inspected on a daily basis for debris. 311 is available for the public to report problems; however most problems on bike paths are taken care of before calls are processed. An online guide to bikeway maintenance is located here:
http://www.ci.minneapolis.mn.us/bicycles/maintenance.asp. The city crack sealed the Midtown Greenway in 2009.
* 34. How do you accommodate cyclists at intersections in your community?
Check all that apply
All /Most signals are timed for bicyclists
All /Most signals are timed
Loop detector markings
✓ Video detection
✓ Advance stop line or Bike Box
☐ Bicycle signal heads
<b>☑</b> Other
■ None of the above
If other, describe
(500 word limit)
Bicycle push buttons were installed in 2010 at the intersection of 40th Street E and Cedar Avenue S, as part of the RiverLake Greenway project. Three trail crossings have overhead flashers which are activated by push buttons: 1) the Midtown Greenway at 28th
Street, 2) the Midtown Greenway at Minnehaha Avenue, 3) 18th Avenue NE Trail at University Avenue NE
* 35. Are there other infrastructure improvements in your community to promote bicycling?
✓ Yes
□ No
If yes, describe
(500 word limit) The Midtown Greenway is lit at night and has emergency blue phones. Victory Memorial Parkway has lighting specifically for the bicycle
path. Bicycle way finding signs have been installed on the Midtown Greenway and on the RiverLake Greenway (40th & 42nd Street E).
Most bike paths have map kiosks at regular intervals.
EDUCATION
* 36.
Do schools in your community offer a Safe Routes to School (or comparable) program that includes bicycling education?
✓ Yes
□ No
What percentage of schools in your jurisdiction participates?
a. Elementary (percentage)
Enter a whole number, 0 or larger 100
b. Middle School (percentage)
Enter a whole number, 0 or larger
c. High School (percentage)
Enter a whole number, 0 or larger
* 37. Outside of schools, how are children taught safe bicycling skills?  Check all that apply
▼ Youth bike clubs
■ Bike clinics or rodeos
Youth recreation programs
■ Helmet fit seminars
Safety town
▼ Trail riding classes
▼ Other
None of the above
If other, describe (500 word limit)

The Minneapolis Park and Recreation Board implemented a youth Bike Ambassador Program last summer. This small group of youth

bike education outreach to other youth involved in park programming.
* 38.
Do you have a diversion program for cyclists or motorists?
Yes
☑ No
If yes, describe (500 word limit)
* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?
Check all that apply
☑ Public service announcements
☑ Community newsletter article
New resident packet
Utility bill insert
☑ Bicycle ambassador program
☑ Newspaper column/blog on bicycling
☑ Dedicated bike page on community Web site
☐ Billboards
✓ Share the Road Signs
✓ Share the road information in driver's education
<b>☑</b> Other
None of the above
If other, describe
(500 word limit)
The Bike Walk Ambassadors attend large public events to promote bike safety and anwser questions on Sharing the Road. The Ambassador program offers free Short Cousres on this topic and the city's 311 call center fields calls from motorsis and cyclists alike
with questions and concerns about safely sharing the road.
40. What of the following options are available on a regular basis to your community?
* 40a.
Traffic Skills 101 (or equivalent) classes including classroom and on-bike instruction.  Weekly
Monthly
Quarterly
Annually
Never
Other
If other, describe
(250 word limit)
* 40b. Cycling Skills classes three to four hour classroom training courses
☐ Weekly
Monthly
<b>☑</b> Quarterly
Annually
□ Never
□ Other
If other, describe (250 word limit)
* 40c. Commuter classes - one/two hour classes
Weekly
Monthly
Quarterly
Annually
□ Never
Other
If other, describe
(250 word limit)
* 41.
Has your community hosted a League Cycling Instructor seminar in the past two years?

■ No	
* 42.	
	structors are there in your community?
Enter a whole number, 0 or la	arger
21 43. List active League Cycling (500 word limit)	g Instructors (active means they have taught at least one class during the past 12 months).
Greta Alquist, Lynnea Atlas-I Hokan, Rea Kadera, Thomas	ngebretson, Mike Beadles, Elizabeth Bender, Steve Clark, Alex Detrick, Becca Gomez, Cindy Hanson, Lais, Scott Larson, Dan MacLaughlin, Andrew Magill, Nick Mason, David Peterson, Jacob Quarstad, Rose enzie Turner Bargen, Nicole Waxmonsky-Tu
	ive driver training for any of the following professional drivers that include information on sharing the roac
with cyclists?	
Check all that apply	
City staff	
Taxi drivers	
Transit operators	
School bus operators	
<ul><li>Delivery drivers</li></ul>	
Other	
* If other, describe	
(250 word limit)	agua daggriba tha pragram
* 44a. If yes to any of the at (500 word limit)	pove, describe the program.
Metro Transit, our regional tr operation around bicyclists. T	ansit authority, produced an award-winning training video for their drivers that addresses safe transit The Minneapolis Bike Walk Ambassadors piloted a Share the Road training for Minneapolis Public Schools sisted of a short presentation followed by a Q&A.
* 45. Describe any efforts yo	our community has made to ensure your education programs reach traditionally underserved populations.
(500 word limit)	polis Bike Walk Ambassadors is to reach communities of color and immigrant communities. In October
	ador Program worked with Communidades Latinas Unidas en Servicio (CLUES) to provide a full Traffic
•	community health outreach workers. This is the first time that this League of American Bicyclists training
training to conduct four commonity. CLUES is working Certified Instructors with the increase the capacity for bicy native language. The Bike Waspecifically aimed at encoura The video and presentation v	in Spanish in Minnesota. Community Health Workers used the information that they learned from the munity outreach events, connecting with over 1,000 members of Minneapolis' fast-growing Latino g to continue the education of Community Health Workers to have several individuals trained as League League of American Bicyclists - meaning that they would be able to teach League curricula. This would vole education in the Latino community many times over, providing skilled instructors to teach in their alk Ambassador Program has also worked with a local consultant to create a video and presentation ging the African American community in Minneapolis - by far the largest community of color in the city. Were presented to community stakeholders on February 1, 2011, and will subsequently be used for
=	places of worships and community groups.  ion efforts in your community to promote bicycling?
✓ Yes	ion enorts in your community to promote bicycling:
□ No	
* 46a. If yes, describe	
(1000 word limit)	
	mbassadors are working with the State Health Improvement Program on an initiative to provide bicycle milies living in large multi-unit housing developments. Programs have included Bike Rodeos for youth to
large promotion events from	
ENCOURAGEMENT	
* 47.	
How do you promote Nationa	al Bike Month?
Check all that apply	
<ul><li>City Proclamation</li></ul>	
Community Ride	
Mayor-led Ride	
Public Service Announce	ments
Publish a guide to Bike M	1onth Events
☑ Bike Month Web site	
Commuter Challenge	
Commuter Breakfasts	
<ul> <li>Trail construction or main</li> </ul>	ntenance day
✓ Other	•

No promotion
* If other, describe
(1000 word limit)
The Bike Walk Week committee works with local businesses to organize and promote celebration locations through out the city. The
Committee also organizes commuter convoys to encourage and support new riders.
* 48.
How many people participate in Bike Month events?
Enter a whole number, 0 or larger
7000 * 49.
How do you promote bicycling outside of National Bike Month?
Check all that apply
☑ Community Ride
Mayor-led Ride
Public Service Announcements
Trail construction or maintenance day
Summer Streets/Ciclovia/Sunday Parkways
☑ Commuter Challenge
Commuter Breakfasts
<b>☑</b> Other
■ No promotion
* If other, describe
(500 word limit)
The Bike Walk Week Committee organizes both Fall and Winter Bike Walk weeks. Metro Transit has an incentive program:
Bike2Benefits.
* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?
▼ Yes
No
* 50a. If yes, describe (500 word limit)
The Bike Walk Week Committee sets up an online registration for local businesses. Businesses register teams to compete against other
similar sized businesses. They are given promotion materials to help recruit riders and are able to request an Ambassador to come out
to their workplace prior to the day for Bicycle Short Courses.
* 50b. Approximately what percentage of the community workforce do you reach?
<b>☑</b> 16-30%
* 51. List the signature cycling events in your community?
(500 word limit)
ArtCrank Poster show (www.artcrankpostershow.com/), Babes in Bikeland- women's only alleycat (www.babesinbikeland.com), Bicycle Film Festival (www.bicyclefilmfestival.com/minneapolis/), Bike Art (hosted by Altered Aesthetics Studio) (www.bicycleart.org/), Cold
Sprints- indoor bike racing and beer (www.coldsprints.com/), Critical Mass (Monthly), Cutter's Ball- the Frostbike weekend- industry
hosted bike bash (www.facebook.com/event.php?eid=180529261980637), Golden Gopher Campus Criterium, Minneapolis Bike Tour
averages over 3,000 riders annually.(www.minneapolisbiketour.com), MinneCyle- annual open-house for Twin Cities and Minnesota
bike builders, Nature Valley Bicycle Festival is 5-day event includes the biggest pro women's race in the country, men's pro race, and
much more. (www.naturevalleybicyclefestival.com/), Night Owl Classic (www.nightowlclassic.com), Pen Ice-Cycle Loppet
(www.cityoflakesloppet.com/index.php?option=com_content&task=view&id=96&Itemid=112), Saint Paul Classic- the largest bike ride
(6,500 riders) in the state right across the river boasts traffic-free riding, live music and fresh, local food at every rest stop.
(www.bikeclassic.org/), Stupor Bowl is the largest (and coldest) alleycat race in the country, possibly the world and happens Superbowl weekend. Tour de Fat (New Belgium), Urban Assault Ride (New Belgium)
* 52. Does the municipality sponsor or actively support any of these rides?
▼ Yes
□ No
* 52a. If yes, how?
(500 word limit)
The Mpls Bike Tour is sponsored by the Mpls Park Board. The city and business community promote and have supported the Nature
Valley Bicycle Festival for years.
* 53. Does your local tourism board promote bicycling in your area?
✓ Yes
□ No
* 53a. If yes, how?
(500 word limit)
Meet Minneapolis (the local tourism board) has published a 3-page handout on using our bike sharing system. This is included in the
visitor's guide, with 250,000 copies distributed in 2010. The handout gives examples of short day trips for guests staying in downtown hotels. The visitor guide also promotes Minneapolis as one of the most bike friendly cities in the country and ranks the Minneapolis.
hotels. The visitor guide also promotes Minneapolis as one of the most bike friendly cities in the country and ranks the Minnesota Bicycle Festival as one of the top 5 outdoor events. Photos of bicylists, bicycle events, and fast facts related to bicycling (such as the
and instruction of the top of the top of the three of biographic of the transfer and the transfer to biograms (such as the

Cedar Lake Trail being the nation's first bicycle freeway) are also posted on the website. Top bike routes are posted here: http://www.minneapolis.org/page/1/Top-Spots-Bike-Routes.jsp and a trail map is posted here: http://maps.minneapolis.org /maps/Mpls-Trails.pdf. The city's bicycling website also has a website for visitors: http://www.ci.minneapolis.mn.us/bicycles /visitors.asp. \* 54. Are there cycling organizations in your area? Check all that apply Recreational Bike Clubs Mountain Bike Clubs Friends of the Trail Groups National Mountain Bike Patrol Racing Clubs or Teams Bicycle Co-ops ✓ Other None \* If other, describe. (500 word limit) Bike Polo Bike Forum Group \* 54a. For each type of club checked, list names of the organizations. (500 word limit) Recreation Bike Clubs: Hiawatha Bike Club, Twin Cities Bike Club, Mountain Bike Clubs: Minneapolis Off-road Cycling Advocates Friends of Trail Groups: Cedar Lake Trail Association, Midtown Greenway Coalition, Racing Clubs/ Teams: Behind Bars/LGR, Birchwood Bike & Racing, Category 6 Racing Squad, Gopher Wheelman, Little Guy Racing, Loon State Cyclists, Minneapolis Bicycle Racing Club, St Paul Bicycle Racing Club, Twin Cities Spoke, Twin Cities Velo Bella, Bicycle Co-ops: Grease Pit, The Hub, MCTC Bike Collective, Scallywags Other: Mpls Bike Polo, Mpls Bike Love How many specialty bicycle retailers (i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community? Enter a whole number, 0 or larger 23 \* 55a. List their names. (500 word limit) Alternative Bike & Board Shop, Angry Catfish Bicycle + Coffee Bar, Behind Bars Bicycle Shop, Calhoun Cycle, Calhoun Rental, Carlson Cycles, Cars R Coffins, Erik's Bike Shop, Flanders Bros Cycles, Freewheel Bike Shop, Freewheel Midtown Bike Center, Full Cycle, Hiawatha Cyclery, Hub Bike Co-op (Minnehaha Ave S), Hub Bike Co-op (Cedar Ave S), Nokomis Cycle, One on One Bicycle Studio, Penn Cycle & Fitness, Recycle, Recovery, Sunrise Cyclery, Two Wheels Bike Shop, Varsity Bike & Transit \* 56. Which of these bicycling areas or facilities do you have in your community? Check all that apply ■ BMX track ✓ Velodrome Cyclocross course Mountain bike park Pump Tracks ✓ Other None \* If other, describe. (500 word limit) Ice Tracks (winter only) \* 57. Is there a skatepark in your community? Yes No \* 57a. If yes, do bikes have access to the skatepark? Always Sometimes Never \* 58. Are there opportunities to rent bicycles in your community? Yes ■ No \* 59. Does your community have a bike sharing program? Yes ■ No 59a. If yes, of what use is it?

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Check all that apply

▼ Public use
Private institution
Other
* If other, describe
(500 word limit)
* 60. Do you have any current Bicycle Friendly Businesses in your community?
✓ Yes
□ No
* 60a. If yes, list the names of the businesses.
(500 word limit)
Ameriprise Financial Corp Hdqtrs, Birchwood Cafe, Capella University, Carmichael Lynch, Colle + McVoy, Dero Bike Rack Co., Erik's Bike
Shop, Peace Coffee, Penn Cycle, Spyeglass, The Green Institute, University of MN- Twin Cities
* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?
Check all that apply  Recycle a Bicycle
✓ Trips for Kids chapter
■ Earn a Bike program
Co-op or Community Cycling Center
☑ Other
None
* If other, describe (500 word limit)
Full Cycle is a nonprofit program serving young people ages 23 and under in need of stable housing an other vital community
resources in the Twin Cities. Their Mission is to provide homeless and at-risk youth with access to free and healthy transportation,
employment opportunities, and connections to other essential resources. Their services include: Free Bike Program: Youth have the
opportunity build a custom bike with donated parts. Internship Program: Youth may apply for a paid internship focused on bike repair
and basic business skills. Outreach: A youth outreach worker builds relationships with homeless youth in a non-clinical environment, helping to connect them to appropriate resources. Tamales Y Bicicletas is a program whose mission is to develop healthy Latino and
immigrant youth through bikes, culture, and environmental justice. This program trains Latino youth in bike mechanics, safety and the
importance of bicycles. These youth then participate in small community events fixing up bikes for kids in their neighborhood and
promoting biking to their communities.
* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months? Check all that apply
online route finding service
✓ Online map
✓ Printed on-road bike-routes map
Printed mountain bike trails map
✓ Other
None available  * If other, describe
(500 word limit)
Minneapolis has a printed and online bicycle map as of November 2010. The map, which has a combination of the best ideas from bike
maps across the country, features bike routes, pedestrian paths and bridges, transit lines, 100% of Minneapolis streets, bike shops,
bike sharing locations, safety tips, local art, and a Mayor s message. 30,000 copies are being distributed free-of-charge across
Minneapolis. Two online versions allow web surfers to pan and zoom and print out close-in pdf $\square$ s on $8 \text{ meas}$ X 11 sheets. This is the first bicycle map which focuses on Minneapolis-proper (other maps in the past have focused on the entire Twin Cities or Hennepin County).
Hedberg Maps (a local mapping company) produces a pocket trails map which is free-of-charge. Cyclopath (http://cyclopath.org/) is
an online geowiki editable map where people can find bike routes which map the way they ride. In addition anyone can share notes
about street and trail conditions. Minneapolis is also covered by the Hennepin County bike map (free-of-charge) and the Twin Cities
Bike Map (for sale at bike shops). The latter map covers the entire metro area and has been republished every 3 years since 1984.  * 63. Does your community have other programs or policies to encourage cycling?
S. Does your community have other programs or policies to encourage cycling?  Ves
□ No
* 63a. If yes, describe
(500 word limit)
A program called Bike Cops for Kids began in 2009. The program started with 2 Minneapolis Police Officers on bike patrol. Officers rode
bicycles around N Mpls with a burley full of helmets and prizes. When they say kids wearing a helmet they gave them a raffle ticket for
a new bike. When they saw kids without a helmet they fitted them with e new one. The set up impromptu Bicycle Rodeos during the summer. At the end of summer they held large neighborhood events to raffle off bikes.

ENFORCEMENT

\* 64. How does your police department interact with the local cycling community?

Check all that apply
☑ A police officer is an active member of bicycle advisory committee
☑ Identified law-enforcement point person to interact with cyclists
No current formal interaction
<b>▼</b> Other
* If other, describe
(500 word limit)
The MPD has worked with IPMBA Police Cycling Instructor and cycling consultant, Kirby Beck who was an original ECI. Kirby is one of the co-creators of the IPMBA's Police Cyclist Course. Kirby is again becoming active in the Twin Cities LCI community.
www.kbeckconsulting.com
* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?
Check all that apply
Basic academy training
▼ International Police Mountain Bike Association or Law Enforcement Bicycle Association training
National Highway Traffic Safety Administration Law Enforcement Training
Completion of Smart Cycling course by Police
Presentation by League Cycling Instructor or local cyclist
<ul> <li>Institute for Police Training and Development bicycle training</li> </ul>
<b>▼</b> Other
■ No training currently offered
* If other, describe
(500 word limit)
All officers are trained about bicycle-related laws in Basic Academy training. MPD officers that participate in bike patrol duties are required to attend and pass a week of safety and skills training (International Police Mountain Bike Association) followed by a 1-day
recertification every 2 years. 18% of officers are trained to ride police bike patrol.
* 66. What enforcement campaigns are targeted at improving cyclist safety?
Check all that apply
Helmet/light giveaways
Targeting motorist infractions
▼ Targeting cyclist infractions     ▼ Targeting cyclist     ▼ Targeti
Share the road campaigns
Other
■ None of the above
* If other, describe
(500 word limit) * 67. Do you have police department employees on bikes?
✓ Yes
□ No
* 67a. If yes, what percentage of police department employees is on bike?
Enter a whole number, 0 or larger
3
* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?  Yes
✓ No
* 68a. If yes, what percentage of safety department employees is on bike?
Enter a whole number, 0 or larger
* 69.
Do your local ordinances treat bicyclists equitably? (examples can be found on the BFC resources page).
Check all that apply  There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections
excepted)
There are penalties for motor vehicle users that 'door' cyclists
There is a ban on cell phone use while driving.
☑ There is a ban on texting while driving.
The community uses photo enforcement for red lights and/or speed
There is a state or local law that requires cyclists to use sidepaths regardless of their usability.
There is a state or local law that requires cyclists to use bike lanes where they are provided.
Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in Uniform Vehicle Code.
✓ There is a general restriction on bicyclists riding on the sidewalk.
The same a general reservation on preference mainly on the stuckfulk.

There are local or school policies that restrict youths from riding to school.	
■ None of the above	
Additional information on any of the above mentioned ordinances as it pertains to your community.	
* If Additional Information, describe	
(500 word limit)	
Restrictions on bicyclists riding on the sidewalk apply only to business districts or where otherwise posted.	
<ul> <li>* 70. Are there any additional prohibitions or restrictions on cyclists in your community?</li> <li>✓ Yes</li> </ul>	
□ No	
* 70a. If yes, describe	
(500 word limit)	
Up until March 2010, there was a restriction on bicyclists riding on Nicollet Mall Monday through Friday, 6am to 6pm. That restriction	n
has now been lifted.	
* 71. Does your community have other programs or policies to enforce safe cycling?	
▼ Yes	
No ★ 71a. If yes, describe	
(100 word limit)	
The Bicycle Alliance of Minnesota (BikeMN) championed the passage of the Unchanging Red Light Law for application to bicyclists in	
2010. This law recognizes bicyclists as users of a transportation network that does not always accommodate bicyclists. It provides a	
affirmative defense against cyclists ticketed for proceeding through a red light that does not detect them after a reasonable amount time.	of
EVALUATION AND PLANNING	
* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the U.S. Census or the American	can
Community Survey)	an
Enter a decimal number	
3.9	
* 73. What additional information do you have on bicycle use for your community? (500 word limit)	
An annual bicycle traffic count is held each September, staffed mostly by volunteers. The Public Works Department has partnered w	ith
Bike Walk Twin Cities for 4 years (2007 to 2010). Bike Walk Twin Cities has conducted monthly bike counts for 2 years. Public Works	3
also maintains 3 automatic counters on the Midtown Greenway. The Assistant Dean at the University of Minnesota - Humphrey	
Institute (along with his students) has led research regarding all of the data which has been collected over the past 4 years. Bicycle count information is located at: http://www.ci.minneapolis.mn.us/bicycles/bicyclecounts.asp. Highlights of the data: - The busiest	
location for bicycling (out of 294 locations) is the Washington Avenue Bridge over the Mississippi River, which carries 6,850 bicyclists	S
per day Bicycling increased 35% at 30 locations between 2007 and 2010 15th Avenue SE near 5th Street carries the highest	
bicyclist mode share (13%) Bicycle riding on sidewalks or bike paths on streets with on-street bike lanes is 19% and on streets words 4 locations (3 Downtown Bridges and the Midtown Greenway) measured between 2003 and 2010 have	
shown a 139% increase in bicycling Midtown Greenway bicycle traffic increased 31% between 2007 and 2008. Additionally, the	/e
Metropolitan Council (the local MPO) has found that 4.5% of all trips in Minneapolis are on bicycle. This figure was calculated in 200	0,
and a 2010 survey is underway. In 2003 the Public Works Department found that 0.8% of all people heading into and out of	
Downtown were on bicycle.  * 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?	
Enter a whole number, 0 or larger	
10	
* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?  Enter a whole number, 0 or larger	
1365	
* 76. Do you have a specific plan or program to reduce these numbers?	
✓ Yes	
□ No	
* 76a. If yes, provide the link to the plan or describe.	
(500 word limit) We currently publish information on bicyclist-motorist crashes here: http://www.ci.minneapolis.mn.us/bicycles/accidents.asp. This	
includes a crash rate chart, a crash map, and general information on how to stay safe while bicycling. We also publish targets as participated in the stay safe while bicycling.	rt
of Results Minneapolis (see page 4): http://www.ci.minneapolis.mn.us/results-oriented-minneapolis/docs/pw-results.pdf. Public Wor	rks
engineering staff regularly reviews locations which have high bicyclist-motorist crashes. Recent efforts have included a safety review	
bike lanes on Hennepin Avenue (which resulted in a changed configuration from unconventional bike lanes in the middle of the street of green bike lanes on each side). See pages 49 to 56 of the Hennepin Avenue Bicycle Study: http://www.ci.minneapolis.mn.us	3C
/bicycles/HennepinAvenueBicyclePlan.pdf. Central Avenue NE was also studied with particular attention paid to the intersection of	
Central & Lowry Avenues. See pages 34 to 37 of the Central Avenue Bicycle Study: http://www.ci.minneapolis.mn.us/bicycles	
/CentralAvenueBicyclePlan.pdf. Public Works has led an effort to improve trail crossing safety on the Midtown Greenway. So far this	

has resulted the reduction of the possibility of the double threat crash at 3 crossings (E 28th Street, S Minnehaha Avenue, and S 26th Avenue) through road diets, as well as the addition of stop signs for road users on S 5th Avenue where it crosses the Midtown

Greenway. Public Works has also begun to evaluate options to improve safety at the crossing of the Hiawatha LRT Trail with E 26th Street. Short-term improvements which have already been implemented include the elimination of a free right hand turn signal and the closure of a right turn lane. In the meantime Public Works is nearing completion of a 3-year review of 800 crash reports. Once this review is published we plan to use it as an educational tool for police officers, planners and engineers, and the general bicycling/motoring public. The chances of a bicyclist being involved in a reported crash with a motorist has dropped to approximately a quarter of rates in the 1990's: http://www.ci.minneapolis.mn.us/bicycles/CrashRate1993to2008.pdf. \* 77. Does your community have a bicycle plan? Yes ■ No \* 77a. When was it passed or most recently updated? \* 77b. Is there a dedicated funding source for implementation? Yes ■ No \* 77c. If yes, describe. (500 word limit) While there is no dedicated source of funding per se, the city and county have continuously (on an annual basis) provided Capital Improvement and general fund resources toward implementing the Bike Plan. \* 77d. What percentage of the plan has been implemented? **25%** \* 77e. Are you meeting annual target goals for implementation? Yes ■ No \* 77f. Provide a link to the plan or describe. (250 word limit) http://www.ci.minneapolis.mn.us/bicycles/bicycle-plans.asp \* 78. Do you have a trails master plan that addresses mountain bike access? Yes ✓ No \* 78a. If yes, provide the link to the plan or describe. (500 word limit) Is there formal cooperation between the mountain biking community and the community recreation and planning staff? Yes ■ No \* 79a. If yes, describe. (500 word limit) We have a formal relationship through a Memoradum of Agreement between MOCA and the Minneapolis Park and Recreation Board. Also, there has never been a greater spirit of cooperation and support for mountain biking in Minneapolis (and from the MPRB and staff) than we have right now. So we are hopeful that we will soon have some clarity on mountain bike access. It's nice to be able to say that Minneapolis was the first major city with an official mountain bike trail system. Now we just want to have the "best" system. \* 80 Do you have trip reduction ordinances, policies or programs? Yes ■ No \* 80a. If yes, describe. (500 word limit) Have you done an economic impact study on bicycling in your community? Yes ■ No \* 81a. If yes, describe. (500 word limit) Though a formal study specifically for Minneapolis has not been completed to date, we do have supporting data, including: Recent studies by the U of M Tourism Center looked at road, trail and mountain biking. The study's estimate of the total economic impact of

Though a formal study specifically for Minneapolis has not been completed to date, we do have supporting data, including: Recent studies by the U of M Tourism Center looked at road, trail and mountain biking. The study's estimate of the total economic impact of road bicycling to be about \$686 million and 4,148 jobs. The studies estimate the total economic impact of mountain biking to be about \$318 million and 1,116 jobs. The combined total is over \$1 billion and 5,264 jobs. Minnesota hosted a Bicycle Tourism Conference in April, 2010, that drew over 150 participants. Minnesota Business Magazine recently featured the Minnesota bicycle industry as it's cover story. It estimated that the revenue generated by the Twin Cities' bicycle retail, wholesale and manufacturing businesses alone to be \$315 million. The story notes that the Twin Cities is the nation's 16th largest metropolitan area yet it supports two of the nation's largest bicycle retailers (Penn Cycle and Fitness and Erik s Bike Shop) and the nation's largest bike parts wholesaler (Quality Bicycle Products) and tool manufacturer (Park Tool). The article also noted that Twin Cities is gradually but surely becoming a central hub in the national bike economy. www.minnesotabusiness.com/inside-minnesotas-booming-bike-economy

\* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally

underserved communities?	
☐ Yes	
✓ No	
* 82a. If yes, describe.	
(500 word limit)	
* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in	
your community?	
☐ Yes	
□ No	
* 83a. If yes, describe.	
(500 word limit)	
FINAL OVERVIEW	
84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?	
* 84a.	
(100 word limit)	
Minneapolis has embraced the spirit of the Non-Motorized Transportation Pilot Program (NTP). This federal program was created as a	
test to see if investments in biking would increase rates of bicycling and decrease rates of driving. The effort has been led by a local	
non-profit (Transit for Livable Communities) and has been embraced by local gov't agencies. Over \$10 million has been invested in Minneapolis on proven and innovative projects like the Bike Walk Ambassadors, bike sharing, the U of M Bike Center, the U of M Trail,	
the Hiawatha Trail Connection, the RiverLake Greenway, bike boulevards on Bryant Ave, 5th St NE, 22nd Ave NE, and 17th Ave S. It	
has also funded over 20 miles of bike lanes including green lanes and trail crossings, a bike stoplight, and Euro-style advisory lanes.	
* 84b.	
(100 word limit)	
"The unforgiving and frigid city of Minneapolis is the country's top spot to be an urban cyclist."- Bicycling. It's true that Mpls, like a	_
number of BFCs, is a great place to ride a bike Apr-Oct. What really stands out is that it is still a great place to ride a bike when thing get cold. We now have year-round bike counts showing that on an average temperature day in January, about 30% of cyclists who rid	
in June still are riding. That number rises to 40% if the January day goes to 10 degrees above average. (Winter) cycling has gotten	_
mainstream local media attention 3 times in the last 3 weeks. Minneapolis is also home to industry that has given us the "snow bike."	
It's not any one thing that gets more people riding year-round. It's the complete & unparalleled culture of cycling.	
* 84c.	
(100 word limit) With an initial float of 700 biles and CE stations. Nice Bids MN (NBMN) was at the time of its laws to the laws at the laws to the la	
With an initial fleet of 700 bikes and 65 stations, Nice Ride MN (NRMN) was at the time of its launch the largest public bike share implementation ever attempted in the United States. With over 100,000 trips in it's first 4 months, NRMN became the premier bike	
share program in the US. It's unique structure as a non-profit with the help of passionate, powerful partners have defined a new way	
to do bike share. NRMN goes beyond the ride with a website and social media so good, they are being copied in other places	
(capitalbikeshare.com). NRMN even helped over 350 kids get a free bike of their own for the holidays. The 2011 expansion plan for	
NRMN includes 130 additional stations and connects to new places within and beyond Mpls. We can't wait to get more new people	
riding and smiling.	
85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?  * 85a.	
(100 word limit)	
Our on-street bikeway system is insufficient, especially when compared to our world-class off-street trail system. Some areas of the	
city (e.g. Northeast) have very limited on-street accommodations. Just over a quarter of our main streets have bikeways, which	
means that biking on most streets is not appealing to the general public. In addition, the on-street system has numerous gaps. Bike	
lanes oftentimes deliver bicyclists to within a few blocks of high traffic areas and then disappear. Untimed stoplights usually fail to	
detect bicyclists and bike lane pavement markings leading up to intersections tend to be inconsistent (some are solid lines, others are dashed, and others disappear). Special maintenance practices for on-street bike lanes (such as sweeping/plowing) is sparse.	
* 85b.	
(100 word limit)	
The City of Minneapolis does not have an adopted Complete Streets policy, although complete streets are specifically mentioned in	
signficant adopted planning documents (Access Minneapolis and Minneapolis Plan for Sustainable Growth). Both the State of Minnesot	
and Hennepin County (in which Minneapolis is located) have adopted Complete Streets policies, which will positively impact roadways	
under their jurisdiction in the city. Much of the future growth in the Minneapolis bicycle network will be located on our surface streets, as opposed to trails. Although the city has made great strides to improve accommodation for bicyclists, Minneapolis will continue to	
build some streets that do not work well for all users in the absence of a Complete Streets policy.	
* 85c.	
(100 word limit)	
We have identified significant concerns regarding enforcement of traffic laws as they pertain to bicycles and automobiles in relation to	
bicycles. The motoring public is frequently not aware of the rights of bicyclists, riders are not aware of their rights and responsibilities	,
and the Minneapolis Police Department has typically enforced traffic violation at a higher rate for bicylists than for motorists.	
Minneapolis needs to improve police understandings of relevant traffic laws and work with the police department to produce positive outcomes for safer streets for all users. We also need to work with the Minnesota Department of Transportation to continue to use and	4
improve the statewide Share the Road campaign to realize improved awareness of bicyclists and their rights.	4
* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?	

✓ Yes☐ No

\* 86a. If yes, describe.

(500 word limit)

Minneapolis has passed an excellent Multi-Modal Transportation Plan, Access Minneapolis, that includes some bicycle accommodation policy. (www.ci.minneapolis.mn.us/public-works/trans-plan/). One thing missing from this plan, however, is formal explicit Complete Streets policy. Non-motorized advocates will have to discuss the meaning of this gap and how a CS policy could fill it.

\* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?



■ No

\* 87a. If yes, describe.

(500 word limit)

Staff & advocates have learned a lot from the BFC process and in its on-going efforts to make Minneapolis a world class city for cycling. In the past two years, Minneapolis has moved forward on a number of initiatives that will help sustain, enhance and grow bicycling here. In this BFC application process, we have been reaffirmed in our efforts, especially on maintenance. We know that we have a gap with routine and snow maintenance and will continue working on solutions that are sensitive to a shrinking and sensitive capital budget.

Invalid Answers: 0; Questions Remaining: 3

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